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The two existing pedestrian zone designations (P1 & P2) would be combined and their role would change slightly to define primary pedestrian-oriented retail cores within business districts. The Pedestrian Designation would allow **only** specified retail/commercial uses at street level. Outside of the Pedestrian Designation area, residential uses at street level would be allowed more freely than under current Code provisions. This will help to reduce the number of vacant storefronts and create livelier pedestrian environment. Additional components of the current pedestrian zone designations that limit building setbacks from the sidewalk; prohibit parking between buildings and the street or on corners; limit driveways; reduce the presence of blank walls along the street; and, maintain minimum commercial space standards for viable businesses would become part of all Neighborhood Commercial zone standards and applied to future developments. Finally, the Citywide Design Guidelines would be amended to encourage more pedestrian-oriented streetfronts in new development.

The City's station area planning work for the proposed Monorail stations is connected with and supports the goals of the NBDS as follows.

Comparison of the Differences between Neighborhood Commercial zones, Station Area Overlays and Pedestrian Overlays Under the proposed Neighborhood Business District Strategy

Issue	Neighborhood Commercial 1, 2 and 3	Station Area Overlays (applies to NC and C zones)	Pedestrian Overlays (can only apply to NC zones)
Floor Area Ratios (FAR)*	30' height areas = 2.25 FAR 40' height areas = 3.00 FAR 65' height areas = 4.25 FAR	30' height areas = 3.00 FAR 40' height areas = 4.00 FAR 65' height areas = 5.75 FAR	No change
Uses	Allows a broad range of uses anywhere in a building including housing, offices, drive-in businesses and parking lots	Prohibits a number of businesses not consistent with a transit-oriented environment including drive-in businesses and parking lots.	Limits the uses that can occupy street level spaces to uses that would attract or encourage pedestrian activity - like retail or public libraries. Street level housing is not permitted
Parking	Parking can be waived for the first 5,000 square feet of street level commercial space, calculated per business.	No parking limit, private market determines how many parking spaces to provide.	Parking requirement can be waived for street level space.

*Ratio of floor area in a building to the lot area. A one-story building on half of a lot has an FAR of .5. A three story building on half a lot has an FAR of 1.5. A three story building covering an entire lot has an FAR of 3.

All but two of the Monorail stations are within neighborhood planning areas and most are located in Neighborhood Commercial zones. One objective of the station area planning process is to identify zoning study areas where the current zoning will be examined to ensure that with the introduction of medium capacity fixed rail transit to an area, the neighborhood is prepared to take advantage of potential growth opportunities.

The City has identified areas in which a Station Area Overlay may be appropriate. An overlay would guide the development in the station area in a way that is more compatible with transit. For example, the overlay would establish reduced parking requirements for both residential and non-residential uses, allow slightly higher density and limit non-pedestrian oriented businesses. The City has also identified areas where the NBDS proposed Pedestrian Designation may be appropriate. These designations would be applied to limited areas within the Urban Villages around the proposed Monorail stations at NW 85th Street (Crown Hill), NW Market Street (Ballard), Morgan and West Seattle Junctions. The Pedestrian Designation would require pedestrian-oriented retail/commercial uses at street level which would serve Monorail riders and the surrounding community, enhancing the pedestrian experience in the station area. Beyond Monorail station areas, the updated Pedestrian Designation will benefit those urban nodes as it is applied City-wide. Both the overlay and Pedestrian Designation areas have been identified with the help of local community groups.

The Neighborhood Business District Strategy and the station area planning recommendations for station area overlays and Pedestrian zone designations work in tandem to encourage the nodes around the proposed Monorail station to develop in a manner which will enhance the pedestrian environment, provide ridership for transit and serve the surrounding neighborhood.

